



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Public Hearing for Curb Ramp Replacement Accessibility Project

MEETING DATE: August 4, 1993

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council approve the priority list for the installation of handicap accessible curb ramps in the public right-of-way (Exhibit A) and authorize the preparation of plans, specifications, and bidding using Block Grant funds.

BACKGROUND INFORMATION: The City of Lodi has allocated \$49,868 in Community Development Block Grant (CDBG) funds for the installation of handicap ramps. For the past few years, the Traffic Division has logged requests for handicap ramps. The list now totals over 70 locations with an approximate cost of \$275,000. At locations where the request was for a ramp at a specific corner or corners, the calculated costs include retrofitting the entire intersection unless it is obviously not needed.

Until now, the installation of handicap ramps at existing locations has been funded by the Street Capital Improvement Program. Annual funding for this portion of this Program was recently increased from \$5,000 to \$15,000. There has been no formal criteria or priority scheme established regarding the installation of these ramps. Most of the ramps installed under this Program have been near Lodi Memorial Hospital or at locations adjacent to sidewalk repairs.

The City also installs handicap ramps as a part of most street projects and requires developers to install ramps with all new construction and to retrofit ramps on building projects valued over \$25,000.

With the now available CDBG funding, the list of requested locations was prioritized based on several factors, including the type and location of pedestrian generator in the area, pedestrian volume factor, cost factor, and other factors. The role of each of these factors in determining the priority ranking is described below:

Pedestrian Generator

The types of pedestrian generators included in the ranking have been placed into five categories. In each of these categories, a numeric value has been assigned depending on where the pedestrian generator exists in relationship to the requested location. The closer the generator is to the requested location, the higher the number value assigned to the location. Listed below are the five categories and a description of the types of uses in each:

APPROVED

THOMAS A. PETERSON
City Manager



recycled paper

CC-1

- Shopping Center - malls, grocery stores, and similar commercial uses (0 to 3 points)
- Government Facility - city hall, police and fire stations, courts, social security office, municipal service center, parks and recreation office, etc. (0 to 3 points)
- Public Use (including private) - churches, museums, libraries, parks, etc. (0 to 2 points)
- Medical Facility - hospitals, medical offices, labs, pharmacies, etc. (0 to 4 points)
- School - all schools (public and private) (0 to 3 points)

Pedestrian Volume Factor

Because pedestrian volume counts are not available for the majority of these locations, a ranking between 1 and 5 has been used based on the type and intensity of pedestrian generator in the area and the likelihood of pedestrian activity. A minimum score of 1 is used at locations where pedestrian volume would be expected to be minimal. The maximum score of 5 is for locations where high pedestrian activity would be expected.

Cost Factor

Another important factor to consider is the cost of installing handicap ramps. Since installation costs range from \$2,500 to \$4,500 for each ramp, cost can greatly affect the number of ramps that can be installed with the available Block Grant funds. This calculated factor is adjusted to give points in the 0 to 4 range.

Other Factors

Other factors that have an effect on the installation of handicap ramps have also been considered. These factors include facilities that were not covered in the preceding categories and locations where the installation of handicap ramps can be funded as part of a construction project. At locations where "other" facilities exist, points were allotted based on similar factors used in the listed categories. At locations where the installation is funded as part of a construction project, the total scores were adjusted to equal zero.

RECOMMENDATION

Staff recommends that the City Council approve the priority ranking method for the installation of handicap ramps. Future requests for handicap ramps will be added to the list and the rankings will be adjusted. This will allow staff to advise those citizens requesting ramps roughly how soon they will be installed assuming this CDBG Program continues to be funded by the Council.

Staff also requests Council authorization to prepare plans, specifications, and go out to bid based on the priority list. The bid package will consist of a base bid for the installation of ramps based on the City's cost estimates plus an alternate bid for the installation of additional ramps in the event that more ramps than staff estimated can be installed with the available CDBG money. Depending on the bids, available funds, and the cost of the remaining locations, we may need to skip an expensive location and do a lower-cost ramp.

FUNDING: Costs to install as many handicap ramps as possible, plus engineering charges, using the \$49,868 available in CDBG funds.



Jack L. Ronsko
Public Works Director

Prepared by Rick S. Kiriu, Senior Engineering Technician

JLR/RSK/lm

Attachments

cc: City Attorney
Chief of Police
Street Superintendent
Building and Equipment Maintenance Superintendent
Community Development Block Grant Coordinator
Associate Traffic Engineer
Concerned citizens

HANDICAP RAMP PRIORITY / SCORING LIST

REVISED DATE: July 27, 1993

Location	Year Requested	Requested Corner(s)	Priority Factor / Score								Total Score	COMMENTS	# ramps	Rough Cost Estimate	Cum. Total
			Comm. Shopping Center	Government Facility	Public Use, Church	Medical Facility	School	Volume Factor	Cost Factor	Other, as noted					
HAM / VINE	1990, '93	ALL	0	0	0	4	3	5	0.6	2 Conv. Home	14.6	sig poles & boxes	4	\$18,000	\$18,000
CHURCH / WALNUT	1988,1990, 1993(3)	ALL	2	1	2	0	3	4	0.7	0 None	12.7	SE exists, sig poles & boxes, spring 91	3	\$13,500	\$31,500
HAM / SYLVIA	1990, '93	NE,SE	0	0	2	2	0	5	1.5	2 Conv. Home	12.5	none exists, SICB @ SE "T" int	2	\$6,500	\$38,000
STOCKTON / ELM	'993	SE	0	1	2	0	0	3	4	2 Senior Group	12.0	NE,NW,SW exists	1	\$2,500	\$40,500
FAIRMONT / WINDSOR	1992	NE,SE	0	0	0	4	0	5	2.5	0 None	11.5	SE exists, SICB @ NE "T" int	1	\$4,000	\$42,000
PLEASANT / PINE	1989	SE	3	2	0	0	0	2	4	0 None	11.0	SW exists, "T" int	1	\$2,500	\$44,500
FAIRMONT / SYLVIA	1990	ALL	0	0	2	4	0	3	0.9	1 Conv. Home	10.9	none exists, SICB @ SE	4	\$11,500	\$56,000
LOCKEFORD / ORANGE	1992	N curb	0	0	0	0	3	3	2	Dev. center for 2 hc @ Wash. school	10.0	SE SW exists, none @ north curb @ 2 sch xwalks	2	\$5,000	\$61,000
LOCKEFORD / CRESCENT	1992	SW	0	0	0	0	2	2	4	2 hc @ Wash. school	10.0	NE NW SE exists	1	\$2,500	\$63,500
CHURCH / OAK (staff request)	1992	SE,SW	2	1	2	0	1	3	0.7	0 None	9.7	none exists, SICB @ NW,SW,SE, sig box @ all corners	4	\$14,500	\$78,000
WALNUT / PLEASANT	1988	NE,NW	1	0	1	0	2	2	1.5	2 Public Health Off	9.5	SE,SW exists, SICB @ NE	2	\$6,500	\$84,500
PINE / LEE	1993	NE, NW	1	1	2	0	0	2	0.7	2 Conv. Home	8.7	none exists, SICB @ NW, SICB & marhale @ NE	4	\$13,500	\$98,000
FAIRMONT / YORK	1992	NE,SE	0	0	0	2	0	3	2.5	1 Rehab. Hosp	8.5	NE exists, SICB @ SE, NO SIDEWALK @ SE, "T" int.	1	\$4,000	\$102,000
WIMBLEDON / SCARBOROUGH	1987	NE	0	0	0	0	2	2	4	0 None	8.0	NW exists, none on south curb @ sch xwalk, "T" int	1	\$2,500	\$104,500
TURNER @ LODI LAKE	1992, 1993	N curb	0	0	2	0	0	4	1	0 None	7.0	none exists @ entrance or exit	4	\$10,000	\$114,500
TURNER / SACHAMENTO	1991	NE,NW	2	0	0	0	0	1	4	0 None	7.0	SW exists, NO SIDEWALK @ SE, "T" int	1	\$2,500	\$117,000
ELM / LEE	1988	SE	0	2	2	0	0	2	0.7	0 None	6.7	none exists, SICB @ NE,NW,SE	4	\$14,500	\$131,500
LOCUST / LEE	1991	SE,SW	0	1	2	0	0	1	2	0 None	6.0	none exists, "T" int, 91-92 cip	2	\$5,000	\$136,500
TURNER / LINCOLN	1991	NE,NW	0	0	1	0	0	2	0.9	2 Conv. Home	5.9	near conv hosp, roll @ SE, SICB @ NW	4	\$11,500	\$148,000
TURNER / HAM	1991	NE,NW	0	0	0	0	3	2	0.6	0 None	5.6	none exists, sig poles & boxes	4	\$18,000	\$166,000
TURNER / LAKEWOOD	1991	NE,NW	0	0	0	0	2	1	2	0 None	5.0	none exists, "T" int	2	\$5,000	\$171,000
LOWER SAC / DIABLO	1992	SE	0	0	0	0	0	1	4	0 None	5.0	NE exists, NO SIDEWALK TO SOUTH, WID CROSSING, "T" int	1	\$2,500	\$173,500
LOWER SAC / TOKAY	1992	NE	0	0	0	0	0	1	4	0 None	5.0	SE exists, WID CROSSING, "T" int	1	\$2,500	\$176,000
TURNER / EDGEWOOD	1991	NE,NW	0	0	1	0	0	1	1.3	0 None	3.3	SE SW exists, SICB @ NE,NW	2	\$8,000	\$181,500

HANDICAP RAMP PRIORITY / SCORING LIST

REVISED DATE: July 27, 1993

Location	Year Requested	Requested Corners	Priority Factor / Score							Total Score	Rough Cost Estimate	Cum. Total		
			Comm. Shopping Center	Government Facility	Public Use, Church	Medical Facility	School	Volume Factor	Cost Factor				Other, as noted	
LOWER SAC / CORBIN	1992	NE,SE	0	0	0	0	0	0	1	2	0 None	3.0	\$5,000	\$100,500
DE FORCE / SCHOOL	1992	NW	1	0	0	0	0	0	1	0.6	0 None	2.6	\$16,000	\$202,500
SCHOOL / SPRUCE	1993	NE,SE	0	0	0	0	0	0	1	1.2	0 None	2.2	\$8,500	\$211,000
TOKAY / CALIFORNIA	1992	SE,SW	0	0	1	0	0	0	1	1.5	-4 w/d do w/ street prot. '93	0.0	\$6,500	\$217,500
WIMBLEDON / HUTCHINS	1987	NE	0	0	0	0	0	1	1	4	-6 w/d do w/ street prot. '95	0.0	\$2,500	\$220,000
CENTURY / HUTCHINS	1987, 1990	NW,SW	0	0	2	0	3	2	2	0.6	-6 w/d do w/ street prot. '95	0.0	\$18,000	\$238,000
CHURCH / KETTLEMAN	1991	NE,NW	2	0	0	0	0	2	2	1.1	-5 street project, summer '93	0.0	\$9,000	\$247,000
HUTCHINS / OAK	1988	NW,SW	0	0	2	0	0	3	3	0.6	-6 w/d do w/ street prot. '94	0.0	\$16,000	\$263,000
HUTCHINS / PINE	1993	NE,NW,SW	0	0	1	0	0	2	2	1.4	-4 w/d do w/ street prot. '95	0.0	\$7,000	\$270,000
HUTCHINS / WALNUT	1988	NW,SW	0	0	2	0	0	3	3	2	-7 w/d do w/ street prot. '95	0.0	\$5,000	\$275,000
TOTALS											93	\$280,000	\$275,000	

Cost Estimate: Cost estimate based on:

\$2500 per ramp, \$4000 w/SICB relocation

\$4500 w/ signal pole (sig pole), power pole (PP), or manhole (MH) relocation

Costs shown are to install all remaining ramps to complete intersection

Scoring criteria (points)

	Adjacent to facility	within 200'	200' to 500'	over 500'
Shopping Center	3	2	1	0
Government Facility	3	2	1	0
Church, public use	2	1	1	0
Medical Facility	4	2	1	0
School	3	2	1	0

Volume Factor 5 for high estimated volume, down to 1 for low estimated volume

Cost Factor Reciprocal of cost x 10,000

Other, as noted

Mailing List for Handicap Ramp Installation

7/93

Hazel Perfetto
P.O. Box 1394
Woodbridge, CA

Sandra Fitch
421 W. Pine St
Lodi, CA

Pastor Harmon Skillen
St. Anne's Catholic Church
215 W. Walnut St
Lodi, CA

Tom Favero
20849 N. DeVries Rd
Lodi, CA

John Rice
915 Wimbledon Dr
Lodi, CA

Violet Bowman
317 Chestnut St
Lodi, CA

William Dary
Christian Scientist Church
322 W. Elm St

Corey Wright
Vienna Convalescent Home
368-7141

James & Jean Wilson
1336 S. Church St
Lodi, CA

Lauren Griffin
St. Anne's Catholic Church
215 W. Walnut St

Dr. Rappaport
840 S. Fairmont Ave Ste.9
Lodi, CA

Bernie Vigil
1042 Yokuts Ct
Lodi, CA

CITY OF LODI
221 WEST PINE STREET
LODI, CALIFORNIA 95240

ADVERTISING INSTRUCTIONS

SUBJECT: NOTICE OF PUBLIC HEARING - CURB RAMP REPLACEMENT
ACCESSIBILITY PROJECT

PUBLISH DATES: SATURDAY, JULY 10, 1993

TEAR SHEETS WANTED: THREE

AFFIDAVIT AND BILL TO:

JENNIFER M. PERRIN, CITY CLERK

DATED: JULY 7, 1993

ORDERED BY:

Peggy J. Nicolini
PEGGY NICOLINI
DEPUTY CITY CLERK

DECLARATION OF MAILING

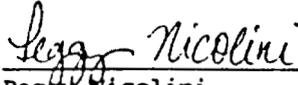
On July 14, 1993 in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing a copy of the Notice attached hereto, marked Exhibit "A"; said envelopes were addressed as is more particularly shown on Exhibit "B" attached hereto.

There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on July 14, 1993, at Lodi, California.

Jennifer M. Perrin
City Clerk



Peggy Nicolini
Deputy City Clerk



CITY OF LODI

CARNEGIE FORUM
305 West Pine Street, Lodi

RECEIVED

NOTICE OF PUBLIC HEARING

Date: August 4, 1993

Time: 7:00 p.m.

For information regarding this Public Hearing
Please Contact:

Jennifer M. Perrin
City Clerk

Telephone: 333-6702

NOTICE OF PUBLIC HEARING

August 4, 1993

NOTICE IS HEREBY GIVEN that on Wednesday, at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing to consider the following matter:

- a) Curb ramp replacement accessibility project.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the Public Hearing.

By Order Of the Lodi City Council:

Jennifer M. Perrin
City Clerk

July 7, 1993

Dated:

Approved as to form:

Bobby W. McNatt
City Attorney

PUBLIC HEARING FOR CURB RAMP REPLACEMENT ACCESSIBILITY PROJECT

August 4, 1993 City Council Meeting

Mailing List for Handicap Ramp Installation

7/93

EXHIBIT B

Hazel Perfetto
P.O. Box 1394
Woodbridge, CA

Sandra Fitch
421 W. Pine St
Lodi, CA

Pastor Harmon Skillen
St. Anne's Catholic Church
215 W. Walnut St
Lodi, CA

Tom Favero
20849 N. DeVries Rd
Lodi, CA

John Rice
915 Wimbledon Dr
Lodi, CA

Violet Bowman
317 Chestnut St
Lodi, CA

William Dary
Christian Scientist Church
322 W. Elm St

Corey Wright
Vienna Convalescent Home 800 S. Ham Lane, Lodi 95240
368-7141

James & Jean Wilson
1336 S. Church St
Lodi, CA

Lauren Griffin
St. Anne's Catholic Church
215 W. Walnut St

Dr. Rappaport
840 S. Fairmont Ave Ste.9
Lodi, CA

Bernie Vigil
1042 Yokuts Ct
Lodi, CA

MEMORANDUM

To: Mayor
City Council
City Manager

From: Peggy Nicolini, Deputy City Clerk

Date: July 19, 1993

Subject: Curb Ramp Replacement Accessibility Project

Mr. Rudy Peden, 919 S. Church Street called regarding the 30-40 year old tree that is being taken down in front of his residence. He thinks the City should be able to work around it. He and his neighbors think it is very wrong to tear down a perfectly healthy tree.

Mr. Peden said he called the City and spoke with someone named "Kay". Mr. Peden very sarcastically said Kay "does all his evaluating from his desk". He said several times that Davenport is a good Councilman, and the only Councilman who listens to the people. He also said that he was not at all in favor of the entire Council being recalled, but now with this incident, will do everything in his power to help with the recall of everyone but Davenport.

Mr. Peden requested that I relay the message to the Mayor and ask him to call, I did so via voice mail. Mr. Peden continued on to say that he would notify the newspapers, radio, TV etc.

Mr. Peden indicated that he would be attending the Council meeting.

MTREES/TXTA.02J

CITY COUNCIL

PHILLIP A. PENNINO, Mayor
JACK A. SIEGLOCK
Mayor Pro Tempore
RAY G. DAVENPORT
STEPHEN J. MANN
JOHN R. (Randy) SNIDER

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634
FAX (209) 333-6795
July 28, 1993

THOMAS A. PETERSON
City Manager

JENNIFER M. PERRIN
City Clerk

BOB McNATT
City Attorney

RECEIVED

93 JUL 28 PM 3:48

SUBJECT: PUBLIC HEARING FOR CURB RAMP REPLACEMENT ACCESSIBILITY PROJECT

Dear Concerned Citizen:

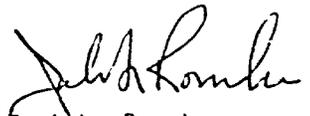
Enclosed is a copy of background information on an item that is on the City Council agenda of Wednesday, August 4, 1993, at 7:00 p.m. The meeting will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

The Council will conduct a public hearing on this item. You are welcome to attend and speak at the appropriate time.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Jennifer Perrin, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call Richard Prima at (209) 333-6706 or Eric Veerkamp at (209) 333-6711.


Jack L. Ronsko
Public Works Director

JLR/lm

Enclosure

cc: City Clerk ✓

CPHCURB.NCC/TXTW.02M

Mailing List for Handicap Ramp Installation

7/93

Hazel Perfetto
P.O. Box 1394
Woodbridge, CA 95258

Sandra Fitch
421 W. Pine St.
Lodi, CA 95240

Pastor Harmon Skillen
St. Anne's Catholic Church
215 W. Walnut St.
Lodi, CA 95240

Tom Favero
20849 N. DeVries Rd.
Lodi, CA 95242

John Rice
915 Wimbledon Dr.
Lodi, CA 95240

Violet Bowman
317 Chestnut St.
Lodi, CA 95240

William Dary
Christian Scientist Church
322 W. Elm St.
Lodi, CA 95240

Corey Wright
Vienna Convalescent Home
800 S. Ham Lane
Lodi, CA 95242
368-7141

James & Jean Wilson
1338 S. Church St.
Lodi, CA 95240

Lauren Griffin
St. Anne's Catholic Church
215 W. Walnut St.
Lodi, CA 95240

Dr. Rappaport
840 S. Fairmont Ave., Ste. 9
Lodi, CA 95240

Bernie Vigil
1042 Yokuts Ct.
Lodi, CA 95240

Mr. Antwon Smith
c/o Lodi Memorial Hospital Subacute Unit
P. O. Box 3004
Lodi, California 95241

Ms. Michele Louvailler
c/o Lodi Memorial Hospital Subacute Unit
P. O. Box 3004
Lodi, California 95241

Mr. Kowaski Kennedy
c/o Lodi Memorial Hospital Subacute Unit
P. O. Box 3004
Lodi, California 95241

RECEIVED

93 AUG -3 PM 2:25

WILLIAM F. FERRI
CITY CLERK
CITY OF LOS ANGELES



Saint Anne's Catholic Church

August 3, 1993

To Whom It May Concern:

The following organizations or groups use DeGroot Hall on regular or occasional basis:

1. Bingo - once a week (80% of attendance are Senior Citizens - some wheel chairs & walkers).
2. Funeral receptions - Several a month.
3. Parish Diners - once a month (80% Senior Citizens' attendance - some wheel chairs & walkers).
4. Retreats - Conferences - Seminars
5. Wedding receptions - several a month.
6. Lody Symphony - Fund raiser
7. Church Women United.
8. Boy Scouts
9. St. Anne's School Spagetti Dinner - Send Kids to Science Camp.
10. St. Anne's School Lunch for Grandparents.
11. St. Anne's School Fest Breakfast and Dinner.
12. Narcotics Annonymous meeting - once a week.
13. A.A. meetings - twice a week.
14. Basket Ball Tournaments.
15. Volley Ball Tournaments.
16. Youth Group Breakfast - Fundraiser for World Youth Conference in Denver to meet the Pope.
17. Renew Program - Lunches and Dinners.
18. Public School fundraiser - raise funds for Tokay Hi go to Rose Parade in Portland in Spring.
19. Lions Club - Raise funds for public donations
20. Church Organizations - The following are a list of Church Organizations that have fund raisers to help the church and the community:

Doughters of Isabella
 Italian Catholic Federation
 Young Ladies Institute

Knights of Columbus
 Mexican/American Catholic Fed.

As you can see much foot traffic comes and goes from our Hall, more like a community center. Many walkers and wheelchairs. Only ramps available are at alley, one block away or in front of school, one block away. We feel we badly need this ramp at Church and Walnut South West corner.

Bill Pena
 Member of St. Anne's Parish Council
 Chairman Buildings and Grounds Committee

Teresi Trucking, Inc.

RECEIVED



LODI (209) 368-2472
(800) 692-3431
FAX (209) 369-2830

Mailing Address:
P.O. BOX 1270
LODI, CALIFORNIA 95241

FONTANA (714) 822-2213
(800) 442-4944

Lodi City Council
City of Lodi
P.O. Box 3006
Lodi, Ca. 95241-1910

Re: Public Hearing to Consider Transportation Permit Fees...

I am writing concerning your consideration of adopting the Caltrans fee schedule for transportation permits. First I would like to acknowledge the good job your staff has done in preparing to implement this plan. When I first contacted Jeannie she was very open to meeting with our company to get our input on the permit process and the various permit procedures that we see throughout the state.

After seeing the three alternatives that the staff came up with we have concluded that the best alternative would be the #2 the Modified Caltrans Procedure, IF a provision can be made to limit the cost of an annual permit to an amount no more that twice the regular permit price. I will go into my reasoning for this shortly.

First let me point out the strong points of this procedure.

Faxed Applications and Faxed Permits

Faxing applications and faxing back the completed permit would be a simple procedure for our staff and yours. We would be saved the time spent to travel to city hall, waiting for the permit, paying fees, and returning to our office. Your staff would be saved from having to stop their other work to process a permit whenever a permit applicant walks in the door.

If you accept faxed applications we could (upon setting up an account) be able to stay at our office, fax you the application, allow your staff a couple of hours to process it, and receive the application back via fax.

The companies who do not regularly apply for permits in Lodi and do not have an account set up could enlist the services of one of the various permit services that exist. The permit service could fax the application to the city, receive the faxed permit back from the city, have the permits billed to the permit service and then bill the trucker themselves for the permit fee and their own service fee. This is presently a common practice in the industry.

Annual Permits

The idea of issuing annual permits would be a time and money saving option. If annual permits were issued for items such as extra legal

height, width and length up to a given size the permit itself would only have to be written once per year. These types of loads would not cause any extra wear and tear on city streets or cause any safety problems.

This brings me to the cost of these annual permits. Your staff has stated that permits cost the city about \$18.00 per permit to process. I feel that the cost of producing an annual permit shouldn't be any more than it costs to process a single trip permit. In fact the annual would begin saving the city money the second time it was used. This is because, according to the staffs figures, the city would be losing \$2.00 each time they process a permit if they charged the \$16.00 Caltrans figure.

Now I grant you that Caltrans charges \$90.00 per annual permit, and by law so could Lodi, but then again if the permit doesn't cost \$90.00 to create but instead only \$18.00, why should the city be making \$72.00 per permit? Are transportation permits supposed to be a revenue generating device. I don't think so, and I don't think the city government of Lodi thinks that way. There are many governments and bureaucracies out there who choose to use the trucking industry as a revenue source but I think Lodi has more of a pro-business attitude than that.

I think keeping the Annual Permit cost at no more than twice the single trip level could be beneficial for both the city and the Trucking companies who would be buying permits here. For the trucking companies who would be buying annual permits anyway, it would of course be a great savings to buy an annual permit for \$32.00 instead of \$90.00. For the city, you may find that it actually increases revenue to charge the lower figure.

To illustrate how this may happen lets use the example of an out-of-town trucking company buying a permit to haul an overwidth load out of an auction yard. If they were to buy the \$16.00 single trip permit, the city, according to your staffs figures, would lose \$2.00. If however an annual permit were available at only \$32.00 the trucker may take the chance that they will use the permit again in the following year and buy the annual permit instead of the single. This would result in the city making \$14.00 instead of losing \$2.00. In the following year the permit could be used several times without costing the trucker any more money and without costing the city any more money.

The above scenario relies on the premise that an annual permit would not cost the city anymore than a single trip permit, and as long as the permit was not for overweight loads or for loads that require investigation by city staff this premise should be correct. An annual permit could be written for a maximum width of 12 feet; a maximum height that will keep the load under any overhead lines

lights or underpasses on the STAA routes through Lodi; and a maximum length that could travel safely on any STAA route in Lodi. The only costs that these loads should present to the city are the initial costs of processing the permit.

As far as any increased safety hazard that these loads may present let me make two points:

1. Our company has hauled 12' wide loads throughout the state of California for many years and have never had any accidents or incidents that were caused by the extra width of these loads.
2. Before most cities will issue transportation permits they require that the carrier provide them with a certificate of insurance showing the city as an additional insured so that if any damage was done to city property by an over dimension load would be covered by the carriers insurance.

In brief, there should be no difference to the city in the cost of a permit that is used once or a dozen times or more if the permit was only written once. The exception to this would be if a load was overweight and therefore caused more wear on city streets.

In closing let me again state my gratitude to your staff for allowing us to have some input in this process. We hope that you will take the comments in this statement into consideration and come up with a process that is easy to use and does not place undue financial burden onto local truckers such as ourselves who would be purchasing annual permits. Please do not charge the excessive fees that State law allows for annual permits just because you can. Charge just what you need to cover your costs and you will find that it will be beneficial for all of us.

Thank you for your time,



Anthony Todd Teresi

August 4, 1993

RE: Public hearing for curb ramp replacement accessibility project

Mr. Mayor, City Councilmembers, Mr. Peterson and Mr. Ronsko:

I am here tonight representing 388 residents of the City of Lodi. These residents reside at institutional settings; Vienna Conv. Hosp. (150 beds), Lodi Health Care Center (151 beds), Fairmont Rehabilitation Hospital (59 beds) and Crescent Court Nursing Home (28 beds).

On any given day many of these residents make visits to physicians, dentists, podiatrists and Lodi Memorial Hospital for exams, treatments, tests and check-ups. More so than not these residents travel to these various locations by wheelchair as all of these services are within 2 to 3 blocks in distance.

I highly recommend that the following curb locations be given the utmost consideration for upgrade to wheelchair accessibility.

Ham/Vine (all corners)
Ham/Sylvia (NE, SE corners)
Fairmont/Sylvia (all corners)

The Fairmont/Sylvia intersection is 7th on the priority scoring list and if this is the final order of construction then this intersection will not be completed during this allocation period.

The factor for scoring Conv. Hosps. (2) and only (1) for the Fairmont/Sylvia intersection is too low. The need for wheelchair accessible curbs is just as great for Conv. Hosps. as they are for an Acute Care Hospital which carries a weight of (4). I feel that four Nursing Homes within three blocks of each other warrant higher scoring.

Again, I would like to recommend to the city council and public works department that the three intersections that I have mentioned be given the highest priority for upgrade.

Thank you.
Corey Wright,
Assistant Administrator,
Vienna Convalescent Hospital